

5. MAKORA STREET RENEWAL

General Manager responsible:	General Manager City Environment, DDI 941 8608
Officer responsible:	Transport and Greenspace Manager
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PURPOSE OF REPORT

1. The purpose of this report is to seek the Works, Traffic and Environment Committee's recommendation that the Board approves the Makora Street renewal project, as shown in the **attached** plan (TP316501).

EXECUTIVE SUMMARY

2. This project was initiated by the Asset Management Team in 2009/10 and involves the replacement of existing kerb and dish channel over the full length of Makora Street and the full reconstruction of the carriageway.
3. The primary objectives for the project are:
 - (a) To replace the kerb and dish channel with kerb and flat channel.
 - (b) To upgrade street lighting, drainage and water mains.
 - (c) To maintain or improve safety for all road users.
 - (d) To enhance the landscaping.
 - (e) To complete the project within the allocated budget.
 - (f) To complete construction within the 2010/11 financial year.
4. A concept was developed to meet these objectives. Two options were considered:
 - (a) An option to renew along the existing alignment and reduce the width of the carriageway at the southern end (the preferred option);
 - (b) An option of providing a traffic platform at the Fendalton Road/Makora Street intersection as a traffic calming mechanism, road narrowing to 6 metres around the Waimairi Stream to enhance the streetscape and reducing the width of the carriageway at the southern end.
5. The concept was distributed with a Public Information Leaflet to the affected community. The consultation received 14 responses, which is a moderate response rate. Most submissions were received from local residents. The proposal has a good level of community support, with a number of submitters raising issues that they would like considered by the project team.
6. The key issue raised in consultation relates to the proposed design for the Makora Street/Fendalton Road intersection, some residents preferred to see the entrance into Makora Street widened because they considered that would make it safe for traffic turning into Makora Street.
7. The project team reviewed this option and have found that there have been no recorded accidents at this intersection, a traffic speed survey also indicated that on average vehicles travelled approximately 39 kilometres per hour going southbound. Increasing the radius of the north east corner would be unsuitable as it would widen the crossing distance for pedestrians and potentially increase the speed of turning traffic into Makora Street.
8. There are currently 56 existing unmarked parking spaces along the length of Makora Street. The existing no parking lines along the bends will be retained and extended slightly – no kerbside parking will be lost. Car parking capacity at the bowling and croquet clubs has recently been increased.

9. Footpaths will be provided along both sides of the street, the western side of the carriageway will be at a maximum width of 1.8 metres which would reduce to 1.4 metres, to allow for power poles and berms. The footpath on the eastern side of the carriageway will now be located against the kerb and will measure 2 metres wide and will reduce to 1.4 metres around the existing power poles.
10. Paperbark Maple trees are included on grass verges along the southern end of the street; the species chosen are medium in size.
11. The recommended concept for the Makora Street Renewal project is **attached** (TP316501).
12. These works are scheduled for implementation in the 2010/11 financial year.

FINANCIAL IMPLICATIONS

13. The funding for the proposed kerb and channel renewal works on Makora Street is recommended in the 2009-19 LTCCP Street Renewal Programme. Pricing information is included in the public excluded section of this agenda.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. Yes. Based on current estimates there is sufficient budget allocated in the 2009-2019 LTCCP to implement the project which is programmed for the 2010/2011 financial year.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

15. There are no land ownership issues associated with this project. The project is within existing land boundaries.
16. No Resource Consents are required.
17. Community Board resolutions are required to approve the new no stopping restrictions. The Land Transport Rules provide for the installation no stopping restrictions.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

18. This project aligns with the Transport and Greenspace Unit's Asset Management Plan of the Capital Works Programme for the 2009-19 LTCCP (page 247).

ALIGNMENT WITH STRATEGIES

17. The recommendations in this report align with current Council strategies including the Parking Strategy 2003, the Road Strategy 2004, the Christchurch Public Passenger Transport Strategy 1998, the Cycling Strategy 1998 and 2004 and Pedestrian Strategy 2001; and are consistent with the requirements for arterial and local roads as defined within the City Plan.

CONSULTATION FULFILMENT

Consultation Process and Outcome

18. An initial issues questionnaire was sent out to all the residents on Makora Street and key stakeholder groups in August 2009 requesting information from the residents on various factors in their street relating to traffic congestion, road, pedestrian and cycle safety, on-street parking and landscaping.
19. In September 2009 a response was sent to all respondents acknowledging that their submissions had been received, the letter also advised the residents that there is no funding available from the Council's Capital Works Programme budget for the under grounding of overhead wires on Makora Street. The residents were also given the contact details for Orion Group, which manages the power services in the street. The infrastructure that provides utility services (telecom/power) are not Council assets. The Council has prioritised budgeting to improve and maintain the City's infrastructure.

20. One resident also requested high speed fibre optic cabling, a response was sent advising him that Enable Networks were informed of the upcoming street renewal and that they would be in contact with the Christchurch City Council should they consider installing this cabling.
21. A seminar was held with the Fendalton/Waimairi Community Board on 7 October 2009. The publicity pamphlet which included the initial concept plan and a feedback form was distributed to residents and other stakeholders for consultation. The consultation period was open from 30 October to 13 November 2009, submissions received until 20 November 2009 were also accepted and were included in the consultation document. The consultation document has been circulated separately to the Board members.
22. There are approximately 44 properties on Makora Street. The consultation received 14 responses and community feedback was in general support of the proposal with some residents indicating they had mixed views. One submitter who supported the plan also had mixed views.
 - six submitters responded “YES – I support the concept plan”.
 - nine submitters responded “MIXED VIEWS”.
23. The submissions that indicated that they had *mixed views* cited the following reasons:
 - Concerns about the inclusion of the grassed area between the footpath and the road on the east side, would like this changed to reflect that on the west side i.e. the footpath against the kerb.
 - Concern that once the southern end of Makora Street has been narrowed to 9 metres this would reduce the number of kerbside parking spaces.
 - Request to widen the turn in from Fendalton Road
 - Request to make the parking bay on Fendalton Road into a left hand turn lane
 - Request for orange cobblestones at the Fendalton Road end, to make the street more visible
 - Request to extend the no parking lines opposite a driveway to allow for easy access out of driveway
24. Below are the project team's responses to the above concerns and changes to the proposal:
 - The concept plan has been amended to show the footpath directly adjacent to the kerb on the east side.
 - No parking spaces will be lost as part of the road narrowing at the southern end of Makora Street.
 - The option of widening the turn into Makora Street was reviewed and the team have found that there have been no recorded accidents at this intersection. A traffic speed survey also indicated that vehicles do not generally travel at high speeds when turning into the Street. In addition to this, by increasing the radius of the north east corner is unsuitable as it would widen the crossing distance for pedestrians and potentially increase the speed of turning traffic into Makora Street.
 - Changing the parking bay on Fendalton Road into a left hand turning lane is outside the scope of this project, which relates to an upgrade of Makora Street.
 - Orange cobblestones at the Fendalton Road intersection are not required because of the low traffic volumes and speed on Makora Street.
 - The no stopping lines have been extended along the bends, this should alleviate any issues this resident is facing when backing up his driveway.

25. All respondents have been sent a final letter together with a copy of the revised plan and the consultation document with the project team's response. Details of the Fendalton/Waimairi Works, Traffic and Environment Committee meeting (date, time and venue) were provided to residents wishing to make a deputation to the Board prior to a decision being made; a copy of this letter has been circulated separately to the Board members.
26. The final concept plan, which includes the above amendments, is attached (TP316501) and is recommended for approval by the Board.

STAFF RECOMMENDATION

It is recommended that the Fendalton/Waimairi Community Board:

- (a) Approve the Makora Street Renewal project, as attached (TP316501),
- (b) Approve the following parking restrictions to take effect following completion of construction:

REVOKE EXISTING NO STOPPING

- (i) That all existing no stopping resolutions on the west side of Makora Street between Fendalton Road and Weka Street be revoked.
- (ii) That all existing no stopping resolutions on the east side of Makora Street between Fendalton Road and Weka Street be revoked.

NEW NO STOPPING

- (i) That the stopping of vehicles be prohibited at any time on the west side of Makora Street commencing at its intersection with Fendalton Road and extending in a southerly direction for a distance of 18 metres.
- (ii) That the stopping of vehicles be prohibited at any time on the east side of Makora Street commencing at its intersection with Fendalton Road and extending in a southerly direction for a distance of 15 metres.
- (iii) That the stopping of vehicles be prohibited at any time on the west side of Makora Street commencing at a point 92 metres south from its intersection with Fendalton Road and extending in a southerly direction for a distance of 31 metres.
- (iv) That the stopping of vehicles be prohibited at any time on the east side of Makora Street commencing at a point 135 metres north from its intersection with Weka Street and extending in a northerly direction for a distance of 31 metres.
- (v) That the stopping of vehicles be prohibited at any time on the east side of Makora Street commencing at a point 71m from its intersection with Weka Street and extending in a northerly direction for a distance of 31 metres.
- (vi) That the stopping of vehicles be prohibited at any time on the west side of Makora Street commencing at its intersection with Weka Street and extending in a northerly direction for a distance of 14 metres.
- (vii) That the stopping of vehicles be prohibited at any time on the east side of Makora Street commencing at its intersection with Weka Street and extending in a northerly direction for a distance of 17 metres.

BACKGROUND (THE ISSUES)

27. Makora Street is located off Fendalton Road and Weka Street. The street is classified as a local road serving residential dwellings and providing access to the Fendalton Bowling Club and the Fendalton Park Croquet Club. The street is approximately 330 metres long and connects with Fendalton Road to the north and Weka Street to the south.
28. Makora Street has a low volume of traffic. The road width is almost 9 metres at the northern end with the width increasing to 14 metres at the southern end. The proposed new kerb and channel will go along the existing alignment from the intersection with Fendalton Road to the Waimairi Stream (number 35 Makora Street), and then the carriageway would be narrowed to 9 metres from Waimairi Stream to Weka Street.
29. A traffic count taken outside No. 2 and 4 Makora Street was undertaken in August 2009 shows Makora Street carries on average 270 vehicles per day, with the majority of the traffic travelling north. The speed survey revealed that the 85 percentile speed of 44.5 kilometre per hour for vehicles travelling northbound and 39.2 kilometre per hour for vehicles travelling southbound.
30. There is an existing traffic calming feature at the Weka Street end to slow traffic entering and leaving Makora Street, this will remain and minor amendments will be made.
31. There are no land ownership issues associated with this project. The project is located within the road reserve.